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SAT DOWN HARD ON SCALLOP MEN

As the result of investigations carried on by Chief Chemist Arthur L. Sullivan of the Boston Federal food and drug inspection laboratory, the United States Department of Agriculture, has warned all the scallop fishermen of Massachusetts—and other States that it is unlawful to ship or sell in interstate commerce scallops to which water has been added, either directly or in the form of melted ice. Such food is considered adulterated, under section 7 of the Food and Drugs Act, says the "Boston Post."

Chief Chemist Sullivan's investigation took place during the scallop fishing season which has just closed and next year the strictest possible watch will be kept over the Bay State scallop dredgers.

The laboratory work in connection with the investigation showed that the extremely prevalent custom of soaking the popular succulent sea food not only increases the size of the meat, or "eyes," as the fishermen call them, so that the dealer and consumer pay a fancy price by weight for what is largely absorbed water, but that actually the food value of the shellfish is reduced between 25 and 30 per cent.

Mr. Sullivan says that the fishermen put four and one-half gallons of "dry" scallops into a seven-gallon keg, fill it up with water, and let it stand overnight, and ship it in the morning to the New York market. By the time the keg arrives the scallops have absorbed the water and have filled the keg. This is the method of the Nantucket fishermen. At Edgartown, Martha's Vineyard, they are "floated" in long wooden sinks, filled with water.

HALIFAX'S SAY ON SALT CODFISH

Concerning the salt fish situation, the Halifax, N. S., Maritime Merchant says:

Our big market for Lunenburg bank fish is Porto Rico, and as Porto Rico goes, so goes the market price here. Since our last report there has been very little change in Porto Rico conditions; if any change at all, it has been for a better condition of stocks. Holdings there are said to be slightly reduced, but the selling price is still much too low to show any profit to our exporters. The last sales we have seen were at \$28 per cask, and if from this we deduct charges for freight, packages, etc., it would leave a figure which would not justify the exporter in paying more than \$5 per quintal to the fishermen.

The Trinidad market continues very depressed, and with more supplies than are needed. The other West India markets are quite as unsatisfactory as those mentioned. It is estimated that there are 20,000 quintals of Lunenburg fish of last season still to be marketed.

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The last accounts from the Oporto market reported stocks to be light, but that several cargoes of Newfoundland fish were then due.

Italy is still heavily stocked and reports a continuation of the poor demand which has now prevailed for some months. It seems as though the effects of war had very considerably reduced the consumption of fish in Italy. The price that the poor people are called upon to pay, owing to extraordinary transportation costs, seems to be too much for their purse, and if war is declared against Austria we may expect conditions, so far as they concern fish, to become worse than better.

The Lunenburg fleet were a little latter in getting to the Magdalens than we expected. The ice was heavier than usual this year, and it is only within the past few days that the bulk of the fleet have worked their way through the Strait of Canso, and on to the North. What they will do from now on remains to be seen, but we see by the daily papers that bait is obtainable at Grand Etang, Magdalens, and probably in other places.

There is now a good supply of fishery salt at Halifax, and it is costing 50 cents a hogshead more than it cost last year. This is due to the extraordinary increase in freight rates, which are probably double what they were a year ago.

Look for Big Shortage.

The Halifax Maritime Merchant in its bi-monthly summary of the fisheries, says:

We have no figures to tell about the produce of the English fisheries, but it is a fair guess that the United Kingdom will be short the 200,000 quintals formerly sent abroad.

In normal times one could figure that with such shortages as are indicated very high prices would prove to be an absolute certainty. But to undertake today to say what the purchasing capacity of any of the nations will be in three or four months time, would be purely guesswork. No doubt the common people of Italy want fish, but it is not much use in wanting a thing if you have not the wherewithal to buy it. However, there is no good purpose to serve in being pessimistic over the outlook and it is not so very hard to be optimistic—at least, not so far as our catch of Lunenburg fish is concerned. It is still quite easy to believe that we shall find a market for all our bank fleet produces in Trinidad and the other West India Islands.

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FEW NETTERS IN AT NEWPORT

The stiff northwesterly gale continues to the southward and only a few of the netters fished last evening.

At Newport today, the following fares were reported:

Lafayette, 1800 fresh mackerel.
Tecumseh, 1400 fresh mackerel.
Mabel E. Leavitt, 1600 fresh mackerel.

Frances Willard, 50 fresh mackerel.
Cruiser, 600 fresh mackerel.

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HEAVY WINDS HOLD FLEET IN

Gill Netters and Shore Seining Steamers Unable to Operate Yesterday.

Local receipts this morning consisted of four crafts, the largest being sch. Mary F. Sears from off shore with 115,000 pounds fresh fish. Other fares were schs. Mary DeCosta, 40,000 pounds; Edith Silveria, 5000 pounds; Priscilla, 15,000 pounds.

The few remaining gill netters did nothing yesterday on account of the weather outside, while the seining steamers were also hampered in their operations.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Mary DeCosta, via Boston, 45,000 lbs. fresh fish.
Sch. Mary F. Sears, Brown's Bank, 115,000 lbs. fresh fish.
Sch. Edith Silveria, via Boston, 5000 lbs. fresh fish.
Sch. Priscilla, shore, 15,000 lbs. fresh fish.

Sch. Josephine DeCosta, via Boston.

Vessels Sailed.

Sch. Washakie, haddocking.
Sch. Harriett, shacking.
British sch. Francis Willard, Lunenburg.
British sch. Montana, Bay of Islands, N. F.

ONLY TWO TRIPS IN AT NEW PIER

Small Lot of Fresh Halibut Brought 19 Cents a Pound Today.

One fresh drifter and one shore boat was all that had reported at the new fish pier up to 9 o'clock this morning. They were schs. Thomas Brundage with 32,000 pounds and Mary E. Sennett, 13,000 pounds fresh fish.

Dealers paid \$2 to \$4 for haddock, \$4 for large and \$2 to \$2.50 for market cod, \$1.50 to \$2.50 for hake, \$1.50 for pollock and 19 cents a pound for a small lot of halibut.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

ARRIVED AT T WHARF.

Sch. Annie Perry, 17,000 haddock, 4500 cod, 1000 pollock.

ARRIVALS AT BOSTON FISH PIER.

Sch. Thomas Brundage 1500 haddock 28,000 cod 3000 pollock 300 halibut.

Sch. Mary E. Sennett 12,000 haddock 900 cod.

Haddock, \$2 to \$4 per cwt; large cod, \$4; market cod, \$2 to \$2.50; hake, \$1.50 to \$2.50; pollock, \$1.50; halibut, 19 cents per lb.

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TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.25 per cwt.; medium, \$3.75; snappers, \$2.75.
Georges halibut codfish, large, \$4; medium, \$3.50.
Drift codfish, large, \$4; medium, \$3.50.
Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.
Hake, \$1.50.
Haddock, \$1.75.
Pollock, \$1.75.

Fresh Fish.

Splitting prices:
Haddock, \$1 per cwt.
Western cod, large, \$2; medium, \$1.60; snappers, 75c.
Eastern cod, large, \$1.90; medium, \$1.50; snappers, 75c.
Drift codfish, large, \$2; medium, \$1.60.
All codfish, not gilled, 10c per 100 pounds less than above.
Peak cod, \$1.80 for large; medium, \$1.40.
Hake, \$1.
Cusk, large, \$1.50; medium, \$1.10; snappers, 50c.
Shore pollock, round, 90c; dressed, \$1.
Fresh halibut, 12c per lb. for white, 8c for gray.
Fresh herring, \$2.50 per bbl. for bulk, \$2 to freeze; \$1.50 to salt.

Portland Fishing News.

Thursday was a quiet day at Central wharf, the weather outside being so rough that the fleet of herring catchers did not venture out, hugging the wharf all day, 27 boats, including six steamers, being lined up there Wednesday night awaiting clearing weather. The fleet was increased by the arrival of the Boston steamer Trident and Enterprise, which came down to try their luck with herring and it is believed also several others from the westward will show up.

ANDY MEAD IS HIGH NETTER

Several of the netters have done well this season, sch. Azorian, Capt. Andy Mead, probably being high liner thus far.

Str. Lois H. Corkum, Capt. William Corkum, high line of the seining fleet to date, stocked \$2500 on her recent trip landed at Newport.

Port aux Basques Weather.

Port aux Basques weather report today: Temperature 40, cloudy; wind southeast, 18.36 miles.

Good Share.

The crew of sch. Frances S. Grueby, Capt. Enos Nickerson, shared \$35 of their recent haddocking trip, the crew being out just a week.

Good Stock.

Sch. Oriole, Capt. Daniel McDonald, stocked \$2500 and the crew shared \$35 on the recent halibuting trip.

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WILL OBJECT TO DUTY ON WHOLE SALTED CODFISH

Local Fish Dealers Hear Levy Will be Placed on Nova Scotia and Newfoundland Cargoes Coming Here Because Part of Backbone is Removed in Cleaning Fish—Appeal to Congressman Gardner Who Takes Up Case With Treasury Department—Fish Concerns Object to Duty on Whole Salt Cod While Low Duty on Boneless Remains.

Owing to a question which has arisen over the admittance of whole "green" fish from Nova Scotia and Newfoundland, free of duty under the terms of the Underwood tariff act, the fish packers of this city are more worried today than at any time since the days when "Reciprocity" and "Free Fish" caused so much discussion in this city. A question has arisen if this fish from the Provinces is now to be classed as "boneless" or otherwise. If "boneless" it will be subject to a duty of 3-4 cents per pound. The fish, of which millions of pounds were landed here last year by British vessels, is split and a portion of the backbone is removed. It must now be decided if by the removal of this part of the backbone, the fish becomes "boneless."

ord as favoring the admittance to the United States of whole salt codfish free of duty? This matter should be definitely settled in order to have the records clear in the Treasury Department. A. P. Gardner.

Many Cargoes Expected.

The matter has been carefully kept secret by the fish packers. It is understood that several vessels are now loading at various ports in the Provinces for this port. Unless a decision has been handed down by the Treasury department before they arrive, the cargoes will be held up. It is further said that two cargoes are expected here at almost any time.

The situation is fraught with many possibilities and as stated before, the packers are extremely worried. If the department should uphold the present interpretation, under which the fish has been admitted free of duty, the fish packers of the city will have accomplished their object.

If, on the other hand, the treasury department rules, that the fish is "boneless" and therefore subject to a duty of 3-4 cents per pound, the decision will have far reaching consequences. It is admitted that the large firms of the city, need this "green" fish from the Provinces. What would happen, if it is decided that a duty must be paid on it, cannot be told at the present time. It is certain that the firms of the city will do their utmost to have the interpretation stand as it is.

The ruling from the Treasury Department which is now eagerly awaited in this city will probably come through the Boston custom house, to the Deputy Collector at this port.

Protest Is Made Very Plain.

A lengthy meeting was held at the Board of Trade this morning by the fish firms of the city and as a result the following telegram was sent to Congressman Gardner in Washington:

"We strongly protest against duty on whole salt codfish while the present low duty of 3-4 cents per pound on skinned or boned cod remains in force."

This telegram was signed by a number of firms representing all the firms engaged in the fish industry in this city, according to information received by the Times.

Italy at War Hard

Blow to the Salt Trade.

The entry of Italy into the European war is looked upon by the exporters of foreign salt as a serious blow to that industry and may tend to curtail entirely the export to this port, as the war progresses. For several months it has been impossible to charter Italian squared rigged crafts, the government evidently in anticipation of war having taken all ships and barks of large register for store house purposes.

An example of this is evidenced by the fact that the Yallori, here last summer, has been at Genoa for several months under charter by the government and with the advent of war, the charter has been renewed.

Should Germany decide to enforce a submarine blockade in the Mediterranean, it may stop the export of salt entirely from Trapani and Iviza. For several months salt from the Mediterranean to this country has been brought here by English steamers. Charters have been difficult to obtain with a corresponding jump of rates nearly double in some cases, making the cost to the importer considerably more than formerly. Of course there would be the Danish and Norwegian steamers, but in view of recent happenings in warfare in which neutral ships have fallen victims to the German submarines, it is not likely that many of them would care to navigate in the Mediterranean.

As a substitute, in the advent of a shortage, the local dealers would be obliged to turn to Turks Island for their supply, which would be a boom for the salt coming from that locality.

Would not Extend Modus Vivendi.

Interested Nova Scotia Fish Men Plainly tell His Reasons.

The following communication setting forth reasons why the extension of Modus Vivendi privileges to American, auxiliary powered vessels should not be made appeared recently in the Shelbourne, N. S., Gazette and Coast Guard. It presents views which have not previously been advanced to any great extent and shows that there is a division of opinion on the subject in Nova Scotia.

The writer says:

A gentleman who is interested in the fishing industry has forwarded the following letter received by him and requests publication of the same. It is well worth the careful perusal of readers generally.

"In the matter of our conversation of yesterday, would say that a number of things should be considered in connection with the agitation for the extension of the modus vivendi privileges to auxiliary power American fishing vessels.

1st. It should be known that while these privileges have been granted to American fishermen in connection with British Columbia ports, these privileges were very much opposed by the Americans, the city of Seattle being particularly strong against the privileges. The agitation was almost wholly on the part of the people of British Columbia. In the present case the agitation is largely on the part of the Americans, for the reason that the trading privileges are not as valuable to the American merchants, as was the case in British Columbia.

Again it should be noted that while it is true that when the modus vivendi privileges were first granted, there were few, if any fishing vessels with auxiliary power, and it may be argued that it is a straining of principle to confine them to sailing vessels only, but the prohibition of licenses to American fishing vessels having auxiliary power is to safeguard the lobster fishery against any further over-

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On the interpretation of the Underwood Tariff law, this fish has up to now been landed free of duty at this port. The first doubt as to how the law should be interpreted, arose in Boston over a shipment of salmon from the Provinces and Canada. The discharge of the cargo was held up, waiting for a decision from the Treasury department. What was responsible for the fish being held up at that port is not known.

Local Fish Men Look to Gardner.

The local fish packers, hearing of the Boston case, and realizing they might be affected under the ruling, hastened to notify Congressman Gardner.

A Washington dispatch to the Times this morning says:—Congressman Gardner who is here this week, took up with the Treasury Department today, the question of certain rulings with regard to the admission of whole codfish free of duty under the Under-

wood Tariff bill. This action by Congressman Gardner was taken in accordance with the following telegram:

Gloucester, May 25th

Congressman Gardner: We understand the Collector of Customs at Boston has asked the Treasury Department for rulings regarding the duties on whole codfish, because a portion of the backbone is removed. Owing to a late decision regarding salmon, we believe the framers of the tariff intended whole cod to be free and Gloucester interest at present does not want any duty assessed on whole salt cod. Please investigate and see that no change in the ruling is made. We are much worried over the matter.

Benjamin A. Smith

For Gloucester Board of Trade.

Congressman Gardner replied: "Your telegram received and shall refer the dispatch to the Treasury Department. Am I to understand that the Gloucester Board of Trade has gone on rec-

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fishing of our grounds by American lobster smacks. This is the specific reason why the modus vivendi privileges have been confined to sailing vessels only.

This is a most important matter. Under no conditions should any fishery be granted. In the Seal Island district some six American vessels engage in summer fishing, and are a great injury to this prolific breeding ground. The exclusion of these vessels in the proposed extension of the modus vivendi privileges, would mean a large addition to the number engaged in summer lobster fishing.

The argument in favor of the extension of the privileges was that the trade in bait and supplies would profit by the increase in the number of vessels taking advantage of the extension of the privileges to auxiliary power craft. Also, the transportation companies would profit by the increase of shipments from vessels landing their catches at our ports, instead of sailing from the fishing grounds for home ports.

It seems to me that a number of considerations are involved in this question. While the conditions have greatly changed since the revision of the American tariff, yet the privileges our fishermen now enjoy under the tariff are a quid pro quo only for the privileges the American fishermen have enjoyed under the modus vivendi in the past. There is, therefore, now a fair equalization of privileges. To further extend the modus vivendi would be granting odds two to one in favor of the American fishermen.

It seems only fair that as the agitation for the extension of the privileges has largely come from the American fishing interests, that the disabilities under which our fishing vessels labor in competition with the American vessels for the American markets, should be wiped out. If the American fishing vessels waste practically equal privileges with Canadian vessels, in our own waters, it seems to me that the Americans should grant equal privileges to Canadian vessels in return.

At present our vessels cannot sail direct from the fishing grounds to the American markets. They must first report at a home port, and clear for the American market. Also, they cannot clear from American ports for the fishing grounds, but must report at home port. This disability kills the trade of our fishermen as far as the American fresh fish trade is concerned. The American vessels can sail direct from the grounds to American ports and dispose of the catch. The Canadian vessel must first report to home port before sailing for American port. The consequence must frequently be that the delay makes the catch unfit for sale fresh. The recent experience of the trawler "General Gordon" is a case in point. She arrived in Lockport from the fishing grounds with a four days catch of 140,000 lbs. Being dissatisfied with prices offered, the manager sought to sell to Boston or Gloucester, but discovered that he could not do so without splitting the fish, and trans-shipping on American bottom.

I may say the published ruling of the U. S. Treasury in this respect has been questioned.

I doubt very much if the extension of the privileges asked for would be of any real benefit to our industry. Any very greatly increased sale of bait is of dubious value. A few dealers might benefit at the expense of our own fleet. I cannot see that any benefit whatever can come to either our fisheries or our fishermen. The increase in the trade in supplies and sale of bait, would not be very greatly increased unless the modus vivendi license fees were abolished.

The singular thing that appealed to me at the Halifax meeting was that when it was suggested that if the object of the resolution asking for the extension of the modus vivendi to power craft was to secure an increase in the trade in supplies and bait, that the object could be better achieved by also bringing about the abolishment of the license fees, the suggestion was not looked upon as important. A considerable number of American vessels under the present arrangement will not take our licenses, they claim the benefits are not worth the amount of the fees. I am therefore under the impression that either the question of the benefits to our fisheries to come by the extension of the privileges, are not understood, or that there is some other motive behind the agitation.

If it be taken for granted that the extension of the privileges will mean a large increase in the American fleet fishing off our shore, where is the advantage to our fisheries or fishermen. It seems to me to be a pretty dubious kind of wisdom to give practically equal rights on our own fishing grounds to our chief competitor, and expect any gain to ourselves. As a matter of fact, our fishermen will be heavily handicapped by these very favored competitors having free markets at Gloucester and Boston, and also, having additional access to these markets through Canadian ports.

It strikes me that the strong card of the modus vivendi is a mighty good thing for our Government to hold against the Americans. Any further extension of the privileges will weaken our influence in connection with any revision of the American tariff in the probable coming into power of the Republican party at the next election.

Lastly, I am of opinion that the agitation for the extension of the privileges is not timely, for the reason that our fishermen are having the most prosperous times they have ever known. They are getting large returns for little effort, and are the only class of working people that earn a good living by a small work period—the average number of days fishing done by the Lockport all-the-year-round fleet is only about seventy.

Also, our fishermen find their work comparatively easy. The American boats fish five tubs of trawl each. Our boats fish only three tubs, and sometimes only two.

The Lunenburg fleet make large yearly income, and only fish five months in the year. There is no country in the world where the condition of the fishermen is as prosperous as in Nova Scotia.

I can, therefore, see very little reason for the present agitation on the part of the Nova Scotians. It is true that the average man there sees little reason for discriminating against

American auxiliary power fishing vessels. But it should be borne in mind that the modus vivendi is a matter of temporary grace on the part of the Canadian Government. To further increase the provisions of temporary privileges, will tend to fix these privileges in the mind of the American people, and they will be accepted as rights, thus weakening the influence of our Government in connection with American tariff revision.

Canadian Bait and Ice Reports.

Queensport, May 25—About one hundred barrels herring today, no vessels.

Amherst Harbor, May 25—Plenty herring at Grand Entry, few at Etang-dunord in traps, none at House Harbor or Grindstone, few in nets at Amherst.

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ONE OFF-SHORE ALL HERE TODAY

One off shore arrival reported this morning, sch. Richard, fresh drifting being in with a 32,000 pound fare.

Sch. Russell at Boston yesterday afternoon, took out 10,000 pounds of fresh halibut there, and brought down her fresh fare of 150,000 mixed fish to split.

Two of the gill netters lifted yesterday, having 3500 pounds of fresh fish between them.

Today's Arrivals and Receipts.

Sch. Richard, drifting, 32,000 lbs. fresh fish.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.25 per cwt.; medium, \$3.75; snappers, \$2.75.

Georges halibut codfish, large, \$4; medium, \$3.50.

Drift codfish, large, \$4; medium, \$3.50.

Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.

Hake, \$1.50.

Haddock, \$1.75.

Fresh Fish.

Splitting prices:
Haddock, \$1 per cwt.
Western cod, large, \$2; medium, \$1.60; snappers, 75c.

Eastern cod, large, \$1.90; medium, \$1.50; snappers, 75c.

Drift codfish, large, \$2; medium, \$1.60.

All codfish, not gilled, 10c per 100 pounds less than above.

Peak cod, \$1.80 for large; medium, \$1.40.

Hake, \$1.

Cusk, large, \$1.50; medium, \$1.10; snappers, 50c.

Shore pollock, round, 90c; dressed, \$1.

Fresh halibut, 12c per lb. for white, 8c for gray.

Fresh herring, \$2.50 per bbl. for bait, \$2 to freeze; \$1.50 to salt.

JOANNA HAD FEW MACKEREL

Little Craft at Boston Go
25 and 20 Cents Each
For 600 Fish.

One fare of ground fish and a small mackerel trip was at Boston this morning. The former, sch. Pontiac, had 27,000 pounds fresh fish, while steamer Joanna hailed for 600 fresh mackerel.

Wholesale prices were \$5 a hundred for haddock, \$4 for large and \$3 for market cod, \$1.50 to \$2.50 for halibut and 85 cents for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

ARRIVALS AT BOSTON FISH PIER

Sch. Pontiac, 11,000 haddock, 11,000 cod, 5000 pollock.

Str. Joanna, 600 fresh mackerel.

Haddock, \$5 per cwt.; large cod, \$4 market cod, \$3; hake, \$1.50 to \$2.50; pollock, 85c; fresh mackerel, 20c to 25c each.

GALE DAMAGED YARMOUTH TRAP

Dogfish Drove the Netter
From Grounds Down Off
Noman's Land.

The heavy gale of the past two days hit the Cape Shore in full force, and traps at Yarmouth having been damaged, it is reported, necessitating rebuilding in several cases.

Steamer Joanna was at the Boston fish pier this morning, landing a small fare of fresh mackerel, about 600, which brought 20 cents and 15 cents each in the market. The Joanna has been fishing off Noman's Land, but like others of the fleet was obliged to leave the locality on account of the presence of dogfish.

Steamer Thelma, Capt. Elroy P. has returned here to refit.

Bait and Ice Reports.

Amherst Harbor, May 26.—Few herring in traps at Grand Entry. Vessels loading. No herring at Grindstone, Etang-dunord, House Harbor or Amherst.

Souris, May 26.—North and south coast free of ice, herring plentiful at Georgetown, Murray Harbor and other places.

Queensport, May 26.—About 100 barrels herring today.

Fishing Fleet Movements.

Sch. Paragon was at Canso, N.S., Wednesday.